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INFORMATION REPORT

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COUNTRY Korea/China/USSR

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SUBJECT Chinese Communist Traffic Control in North Korea

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SUPPLEMENT TO
REPORT NO.

25X1X

1. On 1 May the Changchun office of the Chinese Communist army transportation corps controlled North Korean railroads north of Ch'ŏngjin (129-49, 41-47) (EB-6826). The Ch'ŏngjin office, under YANG Wi-sŏng (2799/5898/2502), former station master at Tumen, directed all railroad operations in eastern Korea. Kanggye (126-36, 40-58) (BA-9837) was the principal western office.¹ Chinese railroad workers who speak Japanese and had been employed by the Japanese-South Manchuria Railroad Corporation were being sent to northeastern Korea to handle supervision and supply problems in that area.
2. In May Chinese Communist army officials were controlling rail traffic between Sinuiju and P'yŏngyang.² Fifteen trains, each consisting of two locomotives and twenty cars, travelling at 60 kilometers per hour north of P'yŏngyang and 30 kilometers per hour south of P'yŏngyang, were running between Sinuiju and P'yŏngyang each night. The locomotives had been constructed in China, and the freight cars in China and the Soviet Union. During the day the locomotives were concealed in a tunnel 3 kilometers long, 6 kilometers south of Tae'an-dong (125-13, 40-09) (XE-8946), and a tunnel 4 kilometers long in Sakchu-onch'ŏn (125-04, 40-19) (XE-7665).
3. A Soviet-controlled North Korean army special transportation corps was moving monazite ore to the Soviet border once each week where the cargoes were consigned to Soviet truck drivers for trans-shipment. Soviet personnel directing the shipments were smuggling gold, opium, and wristwatches from North Korea into the Soviet Union.

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4. On 10 May Chinese Communist and Soviet railroad inspectors were checking all rail passengers travelling from Songhak (130-22, 42-33) (FC-1211) and Kyonghung (130-30, 42-35) (FC-2315) to Unggi (130-24, 42-21) (FB-1589). Only Chinese Communist documentation or North Korean Ministry of Social Security identification cards issued by the Namyang office were valid in this area. Residents of villages near the North Korean-Manchurian-Soviet border were restricted in travel.

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1. [] Comment. Facilities in November 1951 at the rail accessories plant in Kanggye were reported in []

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2. [] Comment. In early November 1951 a Chinese Communist officer directed the North Korean-Chinese Joint Railroad General Headquarters in Anju which coordinated Chinese Communist and North Korean rail operations, according to [] That report said ownership of locomotives and freight cars determined the division of duties between the Chinese Communists and North Koreans.

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